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of the Dutch succeeded, is the strong fear the Acts excited in Holland. A reference to DeWitt's *Interest of Holland* is the only authority cited in support of this view. But DeWitt, who saw the measure come into operation, simply expressed the general apprehension that was not unnaturally felt by the people at that time. It would be too much to deny that the Navigation Acts did not operate injuriously on the Dutch commerce, but it is, at least, a hasty judgment to conclude, without any attempt to test the contrary opinion of the author of the *Commerce de la Hollande*, that the Acts did it all.

A. C. M.

The Reciprocity Treaty with Canada of 1854. By FREDERICK E. HAYNES, PH.D. Publications of American Economic Association, vol. vii., No. 6, November, 1892. 8vo., pp. 70.

THIS is a valuable contribution to American economic history. It gives a clear account of the treaty of 1854, showing the reasons for making the treaty, its action during the time it was operative, and its value to both countries.

The writer deals with the third and fourth articles of the treaty, the third being a list of the articles placed by both countries on the free list, the fourth giving Canada the right to use Lake Michigan and the state canals along the border, and in return granting the same rights on Canadian canals and the St. Lawrence to the United States. The reasons for making the treaty are first considered. Attempts to secure such a treaty before 1854 show that there was a "substantial movement behind it," and that it was not the product of merely momentary feeling, as is often supposed. Further causes leading to its adoption were the desire of England to put an end to a strong movement for annexation which had sprung out of commercial depression in Canada, as well as the wish of the United States to settle the troublesome fishery disputes.

The account of the way in which the treaty was secured is very interesting. The Senate was evidently opposed to it, but a ten days' social campaign, carried on by Lord Elgin, brought the treaty to a triumphant conclusion. The writer then passes to a consideration of the causes which led to the abrogation of the treaty, its operation being considered later. The financial necessities of the civil war were responsible for the abrogation, while the direct occasion was the bitter

feeling then existing between the United States and Canada. The writer lays great stress on the latter circumstance, evidently believing that the treaty would never have been abrogated had not the hostile feeling existed. Certainly the occasion was found here. But the Canadian treaty was entirely out of harmony with our policy of taxation. It would have been absurd to continue such a treaty while our tariff was being continually raised, and the government was "taxing everything in sight." Further, the treaty interfered with the laying of internal taxes and with the placing of import duties on certain articles. It was also regarded as very unfair to the United States, both by its friends and its enemies, and the struggle was not for its retention, but for its revision. Another cause for discontent was the action of Canada in raising her tariff rates on our manufactured articles. The treaty dealt almost exclusively with raw materials, and, as Canada had no manufactures of importance, it was felt that the increase of tariff rates were decidedly unfair.

Part III. deals with the working of the treaty. This is the most valuable part of the monograph. Carefully prepared statistics are used to give a clear insight into the action of the treaty. Nor does the writer make the common mistake of attributing the results of all the economic and political causes of the period to the treaty. In fact, he notes that it was only one of many causes, and that its action was seriously disturbed by the panic of 1857 and by the civil war. Keeping these facts in mind, he then undertakes a fair, calm and lucid discussion of the working of the treaty. One effect is very clearly shown by figures giving the amount of the trade for the twelve years the treaty was in operation, the year 1856 showing an increase of \$22,142,050 as against \$9,184,896 for the three years preceding 1854. It is also made evident that the abrogation of the treaty did not seriously disturb the amount of the trade. The fact is brought out that our trade with the Dominion is one of convenience. The amount of the trade in certain leading articles is given, and a helpful division is made into products of agriculture, mines, forest and sea, and animal products. Imports of agricultural products were larger in both countries than those of any other class.

The navigation of the St. Lawrence was of little value to us, while the privilege of using the Canadian canals was a source of strife between the two countries, and of very little benefit to either.

An appendix contains a number of tables of statistics.

R. CATTERALL.